



SCC LOCAL COMMITTEE IN ELMBRIDGE – 15 JUNE 2020

AGENDA ITEM 06

WRITTEN PUBLIC STATEMENT

Question 1: Mike O’Kane

Re: Proposed parking restrictions in Wey Road and Round Oak Road Weybridge.

At the present time these roads provide the benefit of free all day parking to workers and shoppers in Weybridge. A particular segment of those workers are providing social care, educational services and retail work in the town. Today has been described by the Health Secretary Matt Hancock during his Downing Street briefing as “social care day “ and has recognised the vastly important service these unsung heroes have recently provided in caring for the vulnerable in our community.

This committee is to bring forward proposals that will disrupt and charge those Key Workers across all sectors when they wish to park. What assessment has the committee made of the number of Key Workers impacted , the potential additional cost for their parking, what alternative roads will be available and to what extent those alternative road and their residents can accommodate the parking so displaced?

Officer response:

There has been no assessment of the number of key workers that park in these roads, and particularly in the current climate that would be difficult to establish. However in response to the coronavirus pandemic the borough council suspended charging in its car parks, and the county council implemented a scheme providing parking passes for key workers, which exempts them from charges and time restrictions in parking bays, so the potential impact of this scheme on key workers, should it go ahead, is likely to be negligible. In addition, given the stage that we are at in the process for introducing the scheme, it is likely to still be several months before anything might come into effect, by which time the situation in relation to key workers may be very different.

While we have considered the possibility of displacement, it would - to a significant extent - depend on the appetite of the public to pay to use the general use parking space within the scheme, the cost of which would compare very favourably with the charges applied in the off street car parks in the town. Parking reviews take place regularly and could consider whether any future mitigation may be required should displacement cause issues in nearby roads.

Question 2: Malcolm McKinnell

Re: Proposed parking restrictions in Wey Road and Round Oak Road Weybridge.

Please could you explain why the committee is considering proposals for parking restrictions in our roads which fail to satisfy the councils own strategy in that there is no evidence that restrictions are required for the purposes of road safety, accessibility, congestion or displacement. We have all day parking in the road that means cars drive more slowly and that there is little traffic during the day apart from that relating to residents which thus improves safety. Are you able to confirm that the increased traffic

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resulting from constant short term parking in our roads will improve road safety? I would agree that restrictions should be introduced on some of the dangerous corners to improve safety but I would ask the council why a blanket ban of all day parking is necessary.

Officer response:

The council responds to request from members of the public, and is considering proposals in this location owing to the petition received.

The argument put forth by the petition is that all day parking prevents shorter term parking that would be beneficial to visitors to the town, and this is consistent with the council's parking strategy, one of the objectives of which is to consider ways to improve access to retail businesses.

While we cannot confirm that increasing traffic volumes would improve road safety, the level of traffic movements within the roads would still be very low and we do not believe that the increased traffic volumes would constitute a safety concern. The proposal does not impose a blanket ban all day parking."

Question 3: Brian and Sheila Crabb

Re: Congestion Wey and Round Oak Roads, Weybridge

Having received the detailed proposed plan re parking restrictions in our roads it raises many issues, but primarily the issue we would like to focus on is why "congestion" detailed as one of the reasons to consider parking restrictions being implemented if whether a proper survey has been conducted to decide whether congestion is a problem in Wey and Round Oak Roads?

Furthermore what assessment has been undertaken re of the inevitable movement of "all day" free parkers (perhaps key workers) from Wey Road and Round Oak Road to the surrounding areas.

Officer response:

The proposal is not made owing to congestion, and congestion is not mentioned in the council's statement of reasons for the proposal.

While we have considered the possibility of displacement, it would to a significant extent depend on the appetite of the public to pay to use the general use parking space within the scheme, the cost of which would compare very favourably with the charges applied in the off street car parks in the town. In addition, parking reviews take place regularly and could consider whether any future mitigation may be required should displacement cause issues in nearby roads.

Question 4: Suzanne Bowman

Re: proposed parking restrictions to Wey Road and Round Oak Road

1. As there are now adequate restrictions at the entrances of Wey Road with double yellow lines at either side to allow easy access to and from the road into Portmore Park Road the cars being parked on both sides cause no problem and in fact slow down any speeding cars thus protecting both the children and animals in the road. Please explain the necessity to extend them.
2. Adrian Harris in his report said that there is a shortage of free long stay parking in Weybridge. As many owners have their own driveways and the parking of the

long stay parkers, who are generally people who work in the town, causes little inconvenience. Please explain why you would consider these roads as appropriate for an CPZ.

3. There are several households in these roads who do not want the status quo of the roads to be changed. When can they raise their objection formally.

Officer response:

Parking on both sides of Wey Road is currently frequently achieved by parking partially on the footway - a situation the council neither condones nor would not look to formalise. We have received reports that this area can be a pinch point and can potentially be obstructive at times for larger vehicles. Therefore the proposal is made as shown in the annex, but of course may be amended depending on the feedback received.

The committee decided to consider proposals in this location owing to the petition received, one of the objectives of which is to improve access to retail businesses.

Anyone will be allowed to put forward their views on the proposal when it is advertised - as per paragraph 7.2 in the report. We do not know when this will take place are the moment owing to the coronavirus pandemic. At the earliest, this would be some time in August 2020. Whenever it happens we will send notification to occupants of all the properties in the roads, as well as putting up notices on lamp posts."

Question 5: Naomi Guess

Re: Displacement parking in Wey Road and Round Oak Road

As permit parking implementation has been delayed in Gascoigne Road and Dorchester Road owing to Coronavirus how is it possible to tell what level of displacement parking will occur in Wey Road and Round Oak Road? Projected numbers of displaced vehicles is up to 90 but there is no evidence that this is going to be reality especially as so many people will be working from home in post virus times.

Officer response:

Displacement of up to 90 vehicles from Gascoigne Road and Dorchester Road is not a figure that the council has determined. The proposals are based on parking in Wey Road and Round Oak Road as it currently stands.

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